(b) the details of new rail lines proposed to be sanctioned by Government in the State of Sikkim during the year 2007-08; and

(c) the details of funds allocated by Government for setting up of new railway line in Sikkim during this period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI R.** VELU): (a) The data on length of railway lines is maintained as on 31st March of the financial year. As such the details of total length (route kilometres) of railway lines in North Eastern Region as on 31.3.2006 (latest available) are given below:-

Name of States of North Eastern Region	Length of railway lines (route kilometres)		
	Broad Gauge	Metre Gauge	Total
Arunachal Pradesh	Nil	126	126
Assam	1227.16	1057.12	228428
Manipur	Nil	1.35	1.35
Meghalaya	Nil	Nil	Nil
Mizoram	Nil	1.50	1.50
Nagaland	11.13	1.72	12.85
Sikkim	Nil	Nil	Nil
Tripura	Nil	64.42	64.42
TOTAL:	1238.29	1127.37	2365.66

(b) The survey for new line from Sivok to Rengpo has been completed recently. The sanction of the project would be processed based on the decision on survey report.

(c) Does not arise as project is not sanctioned.

Passenger amenities at stations in Delhi

† 110. SHRI JAI PARKASH AGGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway stations situated in the capital city of Delhi are very much dirty and there is severe dearth of basic facilities there;

(b) if so, the reaction of Government thereto; and

(c) the steps taken or proposed to be taken by Government to provide basic facilities at the stations situated in the capital city of Delhi and to keep them clean?

†Original notice of the question was received in Hindi

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) No, Sir. Cleanliness is a continuous process and all endeavours are made by the Railways to maintain the standard of cleanliness at railway stations. To maintain proper standard of cleanliness at railway stations in Delhi, rag picking contracts and one time cleaning contracts have been awarded. Regular removal of garbage and use of insecticides and disinfectants is also being ensured. In addition to regular checks, special drives are being undertaken to identify the weak areas and take remedial measures.

All basic facilities are available at all important railway stations in the capital city of Delhi**.**

Proposal for construction of over-bridges/under-bridges

111. SHRI O.T. LEPCHA : Will the Minister of RAILWAYS be pleased to state:

(a) the number of proposals for construction of new railway over-bridges/railway under-bridges in country, State-wise, during the years 2006-07 and 2007-08:

(b) whether Government have formulated any planning or time limit programme in this respect;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken by Government for implementation of the above planning?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) A Statement is enclosed *(See* below).

(b) to (d) Planning for construction of road over bridge/under bridge already exists on railway under which works of Road over/under bridges are sanctioned on cost sharing basis in lieu of existing level crossings having traffic density of one lakh or more TVUs (TVU - A unit obtained by multiplying the number of trains with the number of road vehicles passing over the level crossing in 24 hours) otherwise on deposit terms. Proposals in both cases have to be sponsored by State Govt, concerned duly fulfilling certain preliminary pre-requisites required under extant rules. Recently Railway have also decided to replace some of the unmanned level crossings with limited height subways to ensure safety and security of Rail and Road traffic. Time limit for completion of Road over/under bridge can not be fixed immediately as the process takes place *via* approval of General Arrangement Drawing (GAD) by State Govt., acceptance of estimates by both (Railway's and State Government) for bridge proper and approaches, removal of encroachments falling in the way/approaches, shifting of utility services etc. Work on bridge proper is done by Railways whereas approaches are taken up by State PWD concerned. Railways make all out efforts to complete their portion of work simultaneously with the work of approaches to be done by State Government. Meetings are held with State Governments for GAD Approvals, adequate Fund allocation and tender award for sanctioned works, and make available timely encroachment free land for approaches.